INFORMATION REPORT

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COUNTRY	East Cermany/Poland		REPORT		
SUBJECT	East German-Polish	Barge Traffic	DATE DISTR.	5 April 1955	25X1
	Agreement		NO. OF PAGES	2	207(
DATE OF INF	O		REQUIREMENT		•
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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.

THE APPRAISAL OF CONTENT IS TENTATIVE.

FOR KEY SEE REVERSE)

- No barge agreement between East Germany and Poland was signed in Warsaw on 28 November 1954. This agreement is to regulate the flow of Polish and East German barge traffic on the Oder/Neisse Rivers. The agreement was signed for East Germany by former State Secretary for Shipping, Karl Salomon. This barge agreement is designed to bring Silesian coal to East Berlin in greater quantities than has been effected by railroad facilities. The major emphasis on this traffic is to bring good-grade coal to the power plant at Berlin-Klingenberg. It is felt that the production capacity of the Berlin-Klingenberg power plant can be increased with the utilization of high-grade coal. In the past, the Berlin-Klingenberg power plant has been operating on goal dust.
- 2. The signing of the East German-Polish barge agreement means that Polish barges will be able to enter the East German inland waterway system. This is of particular importance in bringing coal to East Germany from Poland because under the new agreement there is no need to transload the cargo at Fürstenberg/Oder. The elimination of transloading at Fürstenberg/Oder reduces the cost of sending coal from Poland to East Germany and this will conversely allow East Germany to purchase more coal from Poland. This additional egal tennage is scheduled to be sent to Magdeburg, Halle, and Merseburg.
- The Polish barges which entered East Germany on 4 December 1954 represented a test run in order that the Poles could prepare a realistic plan as to the number of barges they would be able to allocate to the East German coal traffic.

1.	Comment.

Salomon as Minister of the new Traffic Ministry (Ministerium fuer Verkehrswesen) set up on 26 November 1954 to include the former Ministry for Railroads, the former State Secretariat for Shipping, and the former State Secretariat for Truck Traffic and Highway Affairs.

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(Comment: Erwin Kramer as Minister of the 25X1 new Traffic Ministry.)

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